THE DELAWARE AND HUDSON RAILROAD BULLETIN

"the D&H"

DECEMBER 1, 1934

CHRISTMAS EVE
ALBANY, N.Y.

Christmas Carol

THE earth has grown old with its burden of care,
But at Christmas it always is young.
The heart of the jewel burns lustrous and fair,
And its soul full of music bursts forth on the air
When the song of the angels is sung.

It is coming, Old Earth, it is coming tonight!
On the snowflakes which cover thy sod
The feet of the Christ-child fall gentle and white
And the voice of the Christ-child tells out with delight
That mankind are the children of God.

On the sad and the lowly, the wretched and poor,
The voice of the Christ-child shall fall;
And to every blind wanderer open the door
Of hope that he dared not to dream of before,
With a sunshine of welcome for all.

The feet of the humblest may walk in the field
Where the feet of the Holiest trod,
This then, is the marvel to mortals revealed
When the silvery trumpets of Christmas have pealed,
That mankind are the children of God.

—PHILLIPS BROOKS.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Started as "Coal-Heaver"

Retired General Yard Master Later "Took Numbers" in Whitehall Yard

WILLIAM J. WILLIAMS

WATER power was used in a unique manner to operate the shaft in a Welsh slate quarry where WILLIAM J. WILLIAMS, retired general yard master, at Whitehall, N. Y., went to work in 1877. The quarry resembled a gigantic set of stairs descending below the ground level, with tunnels reaching back from the workings to a shaft leading to the surface of the ground. On top of a nearby mountain was a lake, the water from which was piped down to storage tanks near the shaft opening. When a loaded car was ready to be raised, an empty was put on another stage, with a rope leading from it, over a pulley, and down to the stage in the workings. Water was then let into the empty car until its weight was sufficient to lift the load from below. When the "empty" reached the bottom the water was drained off and the slate was loaded in the car. Quarrying operations were also in progress on the mountainside, the various levels being reached by inclined planes operated by gravity, the descending loaded cars hoisting the empties.

MR. WILLIAMS, who was born on Anglesey Island, just off the western coast of Great Britain, May 21, 1862, went to work at the quarry after he had completed his second year of high school. Under the system then in vogue, a quarryman would contract with the company to remove so many squares of slate for a given sum. He and three other men would then blast it out with black powder and remove it to the sheds where it was finished by a journeyman and his apprentice. The quarrymen figured to make from $100 to $150 per month; the apprentice received $25. This quarry, called the Penrhyn, was the largest in the world.

After completing his apprenticeship, MR. WILLIAMS came to America, with the intention of entering the railroad business, his father having been an employee of the London North Western Railway. WILLIAM reached Trenton, Oneida County, N. Y., July 2, 1881, the day that President James A. Garfield was shot.

His first job, on a farm, did not satisfy his ambitions so he went to work on a railroad construction project as a laborer. In September, 1881, he went to Columbus Junction, Iowa, where he had relatives, and there he was employed to husk corn by the day. Each hand was expected to husk 200 bushels a day; MR. WILLIAMS could not exceed 20 at first, although he finally did reach 80.

One year later he returned east, eventually finding employment in a slate quarry at Granville. Meanwhile he had filed an application with Master Mechanic George Bennett, at Whitehall, who sent for him on February 25, 1890, to go to work at once as a "coal heaver." At that time Delaware and Hudson engines used lump coal, which ranged in size from powder to 100-pound chunks. It was his duty to "heave" the lumps from the coal cars on to the locomotive tenders.

In August of the same year he was transferred to the office of station agent Leonard Rich, as a "number taker," writing down the numbers of the cars in the yard at night by the feeble light of an oil lantern.

At that time there were 23 crews working at Whitehall and every day saw solid trainloads of lumber and iron moving south to Troy, Albany, and points beyond.

On March 31, 1894, MR. WILLIAMS became Night Yard Master at Whitehall, and on November 1, 1896, he bacame Day Yard Master, in full charge of the yard, although he was not given the title of General Yard Master until March 12, 1923.

MR. and Mrs. WILLIAMS' home is at 20 Boardman Street, Whitehall. They have three children, Flora and Ella Williams, and Mrs. Gordon Keyworth. MR. WILLIAMS is a vice-president of The Delaware and Hudson Veterans' Association, an Odd Fellow, a Thirty-second Degree Mason, and a member of the Methodist Church of Whitehall.

True to Form?

CAN it be possible that pride in the female is shown not only in the human species but also among the same sex in the animal creation? The following story makes it seem possible.

It happened in a small grocery store, where they kept anything from a two-foot rule to a pearl necklace. Court plaster and sausages were also sold, and, if necessary, you could get a hair cut or a horse shod in the backyard.

A farmer stopped there to get some liniment to rub the rheumatism out of a cow, and two or three days later he returned with a grievance.

"Look 'ere," he said, "I wish ye would be a little more careful how ye throw yourself about behind that counter. The other day ye gave me some eau de Cologne instead of liniment, and hang me if I didn't put it on the cow afore I found out what it was."

"It hasn't hurt her, has it?" broke in the grocer.

"Can't say it has," answered the farmer, "but ever since I put that sweet-smelling stuff on 'er she's done nothing but look at her reflection in the duck pond and sigh."

Delaware and Hudson Float In Binghamton Centennial Celebration Parade

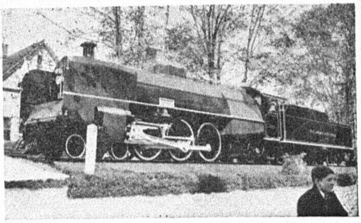


Photo by H. I. Humphrey, Johnson City

Who Grows Wheat?

IF you were asked to name the leading wheat-producing country of the world in 1934, what would be your guess? Well, you're wrong, at least it isn't likely that you have guessed "China," where people are continually reported to be dying of starvation!

Dispatches from Shanghai estimate the Chinese crop at 850 million bushels, almost twice what our experts predict. The American crop decrease is credited to the drought, Russian wheat also being adversely affected by the weather. Despite their bumper wheat crop, there will be lots of hungry Chinese, due to the failure of South China's rice crop because of dry weather in that region.

The Cover

THIS month's cover is an enlargement of a scene taken in Washington Park, Albany, by Mr. Milton Gaut, an amateur photographer of that city.

Index Now Ready

AN index to the contents of Volume 14 of *The Bulletin*, 1934, has been printed and may be obtained by applying to the Supervisor of Publications, Room 905, Delaware and Hudson Building, Albany, N. Y. There is no charge for the index which is valuable in the event that the individual issues of the magazine are either kept on file or bound in book form.

Copies of the indexes to the contents of volumes of *The Bulletin* from 1925 to 1933, inclusive, may also be had upon application.

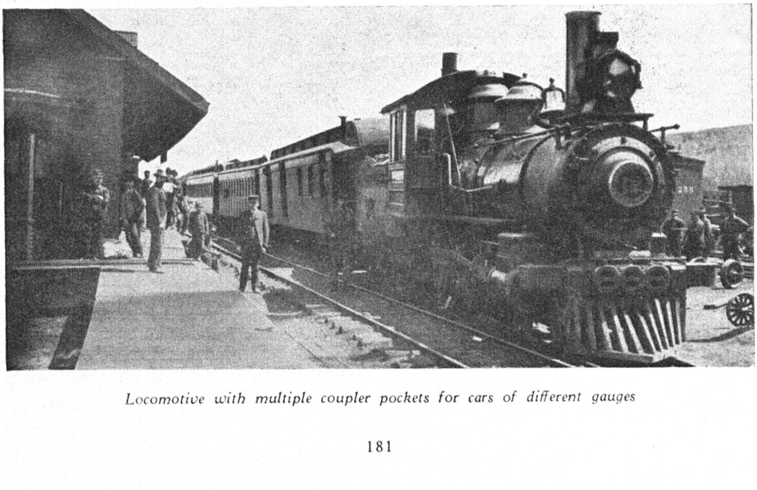
The
Battle of the Gauges

President Lincoln Set the U. S. Standard at five feet; Congress Changed It.

HOW the Roman soldiers, who were never to see a railroad, set the standard track gauge now used by the majority of the railroads of the world, was told in an article which appeared in *The Bulletin* of May 1, 1933. Standardization was not accomplished as easily as might be supposed, however. With the development of railroads in the United States a century ago, the business of manufacturing locomotives also crossed the Atlantic. Freed from English influence, the builders were at liberty to adopt any gauge they saw fit, tracks often being laid only after the arrival of the motive power had determined what the width between the rails must be.

Today a standard gauge freight or passenger car may roll from the Atlantic to the Pacific and from Hudson's Bay to the southern part of Mexico, or after a ferry trip, to the extremity of Cuba, on its own wheels. As far as track gauge is concerned it could traverse the British Isles and most of the countries of Europe, clearance limitations, however, preventing the passage of our larger cars through tunnels, stations and the like.

Picture the situation in America prior to the Civil War. "Rugged individualism" had apparently run wild in regard to track gauges. An accompanying table shows that in 1837, even, there were at least seven different standards, many of them fixed by laws of the various states. Jealousy of rival managements, fear that rolling stock would be stolen, and political intrigue entered into the matter. In some states railroads were chartered with the express understanding that they should not be allowed to cross the state line. Thus the distance from New York to Washington was at first spanned by a series of non-connected rail lines whose trains ran independently of each other. Travelers were left to shift for themselves at the "bottle necks" between rail terminals, local cab drivers and baggagemen reaping a golden harvest upon the arrival of each train. Prior to the consolidation of the six lines now forming the main line of the New York Central between Albany and Buffalo, a passenger had to change cars five times in a matter of 300 miles.



Locomotive with multiple coupler pockets for cars of different gauges

Track Gauges of 1837

	Date	*Length in Miles*	*Gauge*
Mauch Chunk	1827	9	3-6
Schuylkill	1829	13	4-8½
Mill Creek	1829	3	—
Schuylkill Valley	1829	10	3-4
Mt. Carbon	1829	7¼	4-8½
Baltimore & Ohio	1828	13	—
Quincy	1826	3	5-0
Charleston-Hamburg	1829	6	5-0
Albany & Hudson	1830	17	4-9
Delaware & Hudson	1829	5	4-3
Western	1837	54	4-8½
Long Island	1835	12	4-8½
Erie	1836	10	6-0

Visitors to "A Century of Progress," the Chicago Exposition, may have wondered at the failure of the replica of the *Stourbridge Lion*, the first locomotive to operate on an American railroad, to appear in the transportation pageant. Although British-built, the *Lion* fitted the 4 feet 3-inch gauge of the Delaware and Hudson's Gravity road. Consequently it could not run on the tracks used by the other locomotives of standard gauge.

The steam road built by the Delaware and Hudson to connect its more distant mines with the terminus of the Gravity at Carbondale, was built to standard, 4 feet 8½-inch gauge, three rails being used so that trains made up of equipment from both roads could be hauled in the same train. With the leasing of the Albany and Susquehanna, which was of 6-foot gauge to facilitate interchange of equipment with the Erie at Binghamton, a further complication resulted. A similar instance of the simultaneous operation of multiple track gauges occurred where the Chateaugay connected with the "main line" at Plattsburgh.

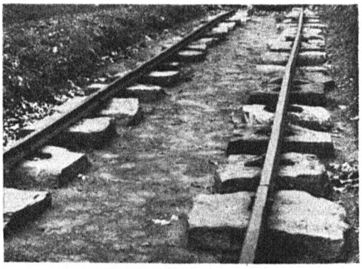
During the first three or four decades of American railroad history there was no indication that anyone appreciated the relationship between uniformity of track gauge and the utility of a national or continental railroad system. Often a gauge adopted by American engineers approached very closely the English standard; at other times it showed a wide divergence therefrom. Several of the pioneer roads of Pennsylvania were less than four feet wide. The first road in New York State, between Albany and Schenectady, had a gauge of 4 feet 9 inches, while that of the Camden and Amboy, New Jersey's first pretentious road was 4 feet 10 inches. Other New Jersey roads followed the lead of the Camden and Amboy for more than a generation. Meanwhile, the Charleston and Hamburg, in South Carolina, selected the 5-foot gauge, the precedent thus established being followed throughout the South, almost without exception, until national standardization took place after the war. The 6-foot gauge adopted in the construction of the Erie proved popular and its use extended as far west as the Mississippi River.

Up to 1863 the multiplication of railways in America had not resulted in a simplification of the gauge problem, as might have been expected—or as assuredly would have been the case had the railroad building of the country been directed by a continental policy—but, on the contrary, the widespread divergencies in track-width had produced a confusion that was depriving the railroad system of the country of a large part—perhaps half—of its potential value. Some strong influence was imperatively needed to rectify the condition described, and the creation of the first transcontinental railroad was destined to become that influence.

After the government had decided on the building of a railroad to the Pacific, under a plan based on the use of national resources, there still remained one essential detail of the project that demanded action by Federal authority before any construction work was possible. The gauge of the railway had to be fixed, and the effort to decide on a track-width resulted in a bitter political and sectional dispute.

The number of different gauges used by the railways of the country had so multiplied that during the seventh decade at least a dozen—and probably more—track-widths were employed in various sections, nearly every one of which was represented by several hundred or several thousand miles of line. Many of the New England roads still adhered to the gauge of 4 feet 8½ inches, and the series of roads through central New York State—previously assembled under one corporate control—together with

Jersey's First Pretentious Road



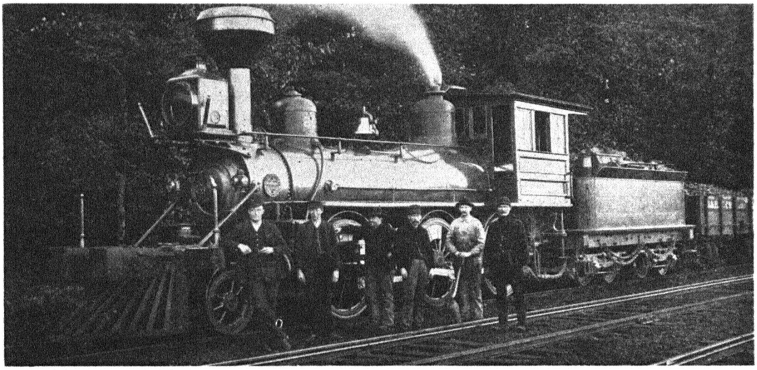
4'-10" Gauge of the Camden & Amboy

connecting lines reaching westward along the shore of Lake Erie and through Michigan, were built in similar fashion. So were nearly all the roads in the neighborhood of Chicago and those extending westward to and through the state of Iowa. There were also various isolated roads in other parts of the country which had adopted this gauge.

In some parts of New Jersey and Pennslyvania, in nearly all of Ohio, and in portions of Indiana and Illinois, a track-width of four feet and ten inches was in use. All the railways of the South were 5 feet wide, and that gauge had likewise been adopted in California by a state enactment. The Erie Road in New York; the Atlantic and Great Western through New York, Pennsylvania and Ohio; the Ohio and Mississippi road through Ohio, Indiana, and Illinois were all 6 feet wide, as were various other lines in New Jersey and elsewhere. Many of the roads in the Southwest and in Missouri, including the Missouri Pacific, were built with a gauge of 5 feet 6 inches. All sorts of other and apparently inexplicable gauges (4'-3", 4'-5½", 4'-7", 4'-8", 4'-9¼", 4'-9½", and 5'-4") existed throughout the whole eastern region, making any approach to an effective national railway system an impossibility while such a condition continued.

Under a congressional act of 1862, the President of the United States was authorized to fix the gauge of the Pacific road. When President Lincoln was informed of the responsibility placed upon him he said he would be pleased to comply with the law if he only knew what the best gauge was. Severe political pressure was brought to bear upon him in behalf of several of the gauges then in use. Missouri urged 5 feet 6 inches, Chicago and New York advocated 4 feet 8½ inches, California demanded 5 feet, and so serious did the fight become that Lincoln actually called a cabinet meeting to consider the question. Finally he settled on the California gauge of 5 feet, and issued a proclamation in accordance with his decision. But the President's ruling—so urgently sought before he gave it—was not accepted. The quarrel was transferred to Congress, and at last, after eight months of contention, that body in March of 1863 passed a law naming 4 feet 8½ inches as the gauge for the Pacific Railroad.

It is very likely that this action, more than any other one event in railroad history, was the determining factor in establishing the prevailing standard railroad gauge. All the roads of the country not built in accordance with that decision saw the necessity of track alteration if they were to participate directly in transcontinental traffic and enjoy its benefits. The necessary physical transformation began almost at once, and continued until the declared governmental standard became universal.



Three rails were used on the Delaware and Hudson for a time

It has been stated that no less than 12 different railway gauges were in use in the United States until as late a date as 1866. In the following table are cited 30 railroads, located from Maine to Missouri and Texas, indicating the condition named. The figures given are taken from ASHCROFT'S RAILWAY DIRECTORY *for 1867.*

(*Concluded on page 188*)

How Sick Are Amer

Rail Transport Not on Death-bed and N
According to Mr. Eastman's Opinio

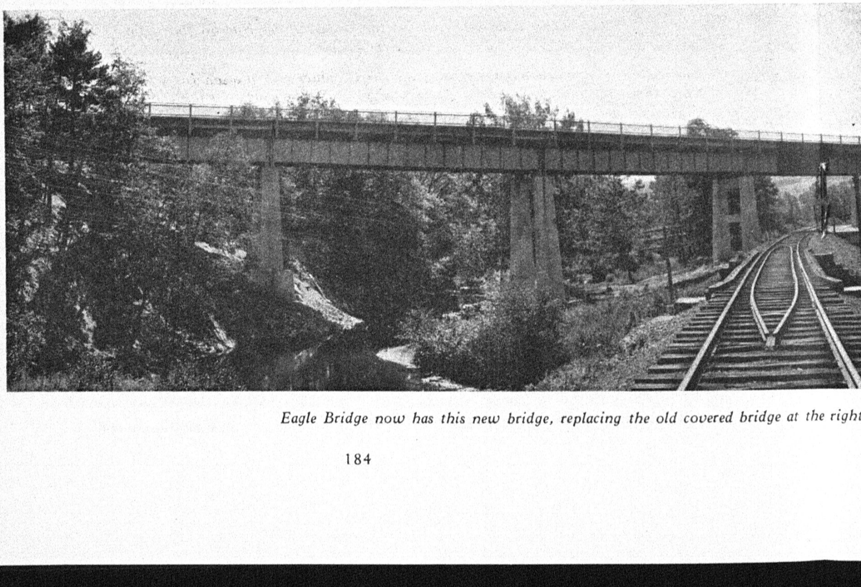
WHY is it that the impression prevails that railroading is a very sick industry which can only be cured by a major operation or other drastic remedy? True, the rail lines have suffered severe financial reverses during the past years, but so have practically all the other industries on which the carriers depend for their business. Except for the government subsidies granted to other types of transportation, the railroads are, comparatively, no worse off than in times of greater activity.

For this reason, Federal Coordinator Eastman's statements made when he was a member of the Interstate Commerce Commisison are of great interest. Mr. Eastman emphasizes the excellent physical and financial condition of the roads and points out the value of small systems.

In the Consolidation Case, Docket 12,964, Plan of December 9, 1929, Mr. Eastman said:

> " * * * We are now dealing with a general railroad situation which in many respects is more satisfactory than any which has been experienced in the past.
>
> " * * * So far as service, operating efficiency in general, and ability to finance on reasonable terms are concerned the status of the railroads has been improving rapidly and steadily during the past few years and now appears to be better than ever before. This improvement has extended to the so-called weak lines. They are far from presenting the problem which they seemed to present in 1920. Those notorious 'weak sisters,' the Kansas City, Mexico and Orient, and the Atlanta, Birmingham and Atlantic, are now well taken care of, and other lines of somewhat similar character will be found in the list of absorbed carriers which I have given above. The financial status of others, such as the St. Paul, the Denver and Rio Grande, and the Missouri-Kansas-Texas, has been materially improved by reorganization. And many of the lines which appear to be weak have this reputation only because of overcapitalization. There are now, it seems to me, only a very few weak lines which are really disturbing factors in the railroad situation.

"Under these circumstances *I submit that there is no wisdom in experimenting with a reasonably satisfactory situation by radical attempts to promote consolidations* out of hand on a grandiose scale, *and that there is, on the contrary, every reason for proceeding cautiously and conservatively.* I do not wish to minimize the possible benefits of consolidations or unifications. In many cases they have been beneficial in the past, and without doubt many will be in the future. But I believe that there is a present tendency,



Eagle Bridge now has this new bridge, replacing the old covered bridge at the right

merica's Railroads?

d and Needs No Drastic Remedies

s Opinion in Consolidation Case

in certain quarters at least, to magnify beyond reason their possible advantages and to overlook almost entirely their possible disadvantages and dangers.

" * * * *Such sentiment as appears to exist in favor of the consolidation of the railroads into a very few great systems is, I believe, largely artificial.* According to my observation, there is very little sentiment of this kind among either shippers or railroad officers. For the most part *I think that it emanates from financial circles which are likely to reap large profits from the mere process of putting the roads together.* Furthermore there is reason to believe that the country is becoming considerably alarmed by the progress of consolidations and unifications among industries in general. It is feared that control of industry is rapidly passing into a few hands, with the danger that *we shall become predominantly a nation of clerks and subordinates.* Perhaps this process is inevitable in some lines of industry, and it may eventually be the fate of the railroads. But there is so much doubt about its wisdom that I see no reason for accelerating the process in the case of the railroads. There are strong grounds for belief that the best results in *operating efficiency and service are secured when a railroad system is small enough so that the executive can maintain something like personal contact with the employees all down the line and also with the shippers in the territory served.*

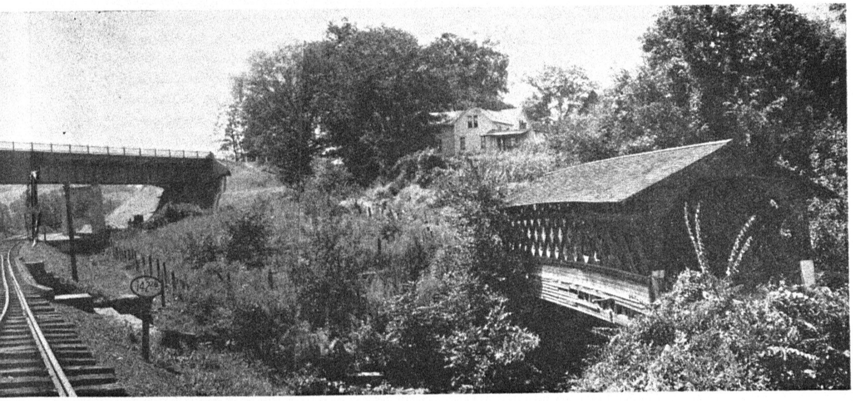
" * * * My judgment, in short, is that we should proceed slowly in this matter and that the best consolidation plan would be one so constructed that if good reason later develops, after we have had more experience, for carrying the process of unification further, it could be done by merely combining some of the smaller systems."—*159 I. C. C., 522, 554-6.*

In the same case, Commissioner McManamy, concurring with the majority, said in part:

" * * * The railroads came through the readjustment period following the war in better shape than any other major industry and today they are in far better shape financially and physically than at any period in their history.

" * * * What is the situation now? *Never have the railroads collectively or singly been in as good condition physically and financially as they are at present.* The weak lines, that is, those which actually need help, can be counted on the fingers of one hand. Equipment is ample and our inspections show it to be in better condition than ever before and improvements are

(Continued on page 188)



at the right and eliminating a grade-crossing of the Delaware and Hudson tracks

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 14 **December 1, 1934** **No. 12**

Mother's Christmas Gift

IT never comes to Christmas but I think about
the times
We used to save our pennies and our nickels
and our dimes;
And we bunched them all together—even little
baby brother,
Put in something for the present that we always
gave to mother.
Then it mattered not the token, once the purchase
had been made,
It was smuggled home and hidden and with other
treasures laid.
And we placed our present proudly in her lap on
Christmas day,
And we smothered her with kisses and we laughed
her tears away.

—ANON.

Don't Worry!

DURING a recent inspection of the Colonie Shops by the Cohoes Rotary Club, G. S. Edmonds, Superintendent of Motive Power, took occasion to comment on the significance of the signs seen in the shops which read "Don't Worry" in large letters. These are just reminders to the employees that, providing they behave themselves, they are assured of steady employment and can plan accordingly.

The steadying effect of this feeling of assurance and security on the business life of the communities in which Delaware and Hudson employees live and spend their wages is of great value to all business men, as the visiting Rotarians are aware. Perhaps the full significance of the signs has not been realized by all who see them each day as they go about their work. It's good advice in any event. DON'T WORRY!

Who Works?

FREQUENT reference to the "army of the unemployed" makes the recent investigation of Milan V. Ayres of particular interest. Of our population of 125.7 millions he finds that 50 millions are, or were, wage earners; the remaining 75.7 millions being non-earners. Of these non-earners 38.6 millions are under 16 years of age; 31.9 millions are women; 5.2 millions men. Two millions of the non-earning men are between the ages of 16 and 20, many of them still in schools. Another 1.5 millions are over 64 years of age. The remaining 1.5 millions of adult males include some students, tramps, invalids, prisoners, insane, etc.

Thus the entire population of 125.7 millions lives by the labor of 37.7 millions who are gainfully employed. Each 100 workers support 233 non-earners. This is in a period of depression. When all the earners were at work in prosperous times each 100 of them supported 151 non-earners.

No Santa for Mexico

PROGRESSIVE Mexico feels that Santa Claus is not only imported from a strange land, but that he belongs to northern countries rather than to the tropics. So the department of education of Mexico has issued a decree aimed to induce the children of that country to look to the old Aztec god Quetzalcoatl for their presents each Christmas instead of to Santa Claus. This old god, who appears in the form of a feathered snake, is the one to whom the Mexicans looked for every good thing in the old days—the bounteous god of the ancient Aztecs.—*Rays of Sunshine.*

Zephyrs and Zippers

New B. & O. Trains Seem Most Practical High-speed Carriers

TRIUMPHAL entry of the Union Pacific's M-10001 into New York after a record-breaking transcontinental run signals the second step in modernized railroading.

The first step came early this year, when the Union Pacific's M-1000—first streamlined, light-weight train—rolled out of the shops. This oil- (but not Diesel-) powered unit was built of aluminum by the Pullman Company. It was soon followed by the Burlington *Zephyr* built of stainless steel by Budd.

Both of these trains were three-car units, designed for economical high-speed operation, on comparatively short runs. The new Union Pacific train has six cars, three of them sleepers, is the first long-distance light-weight flyer, one of three designed to run between Chicago and the road's terminal cities on the Pacific Coast.

Like its predecessor, M-10001 is built of aluminum, painted cocoa and cream for high visibility—and because yellow and brown are the railroad's colors. It is powered with a 900-horsepower Winton Diesel driving General Electric generators and motors. It is Frigidaire-conditioned throughout, even in the berths, by means of aluminum ventilating shutters which replace the familiar green curtains.

Other light, fast trains are in the works. Pullman is building two more for Union Pacific along the same general lines. Significantly, these coming nine-car trains will be wider and roomier, the present Union Pacific sleepers being somewhat cramped for citizens of greater than average girth and height.

E. G. Budd is hard at work on two more stainless-steel trains for the Burlington. The same company is building a streamlined Diesel unit for the Boston and Maine to be ready next year.

By the same time, the New Haven expects to have its Diesel streamline unit now under construction in the Goodyear-Zeppelin shops. This train will have two Winton engines, one at each end. It will go into shuttle service between Boston and Providence, cut the present hour running time to 44 minutes for the 44 miles.

Delivery of the first of the New Haven's 50 lighter-weight coaches will begin next week. They are being built by the Osgood Bradley Company, Pullman subsidiary, will be used on the New York-Boston run.

For Gulf, Mobile and Northern, American Car and Foundry is building two four-car Diesel streamline trains, powered with new, lighter Mackintosh and Seymour engines.

Little publicized, very significant, are the trains for Baltimore and Ohio for which ACF is building the cars. Of eight cars each, not including the power unit, they will come somewhere between the traditional heavy equipment and the extremely light streamline units.

One of these trains will be powered with a Diesel locomotive car containing two 900-horsepower Wintons, one over each truck, with generators in the middle. The other will be pulled by a rebuilt steam locomotive which was to have been petticoated with streamlining, but which will probably appear unadorned because "Uncle Dan" Willard, very active head of the B. & O., took one look at the job in the shop and announced that he liked his locomotives to look like locomotives.

The cars will weigh about 80,000 pounds apiece, compared with the ordinary day-coach weighing 146,000 pounds and the standard chair car weighing 150,000 pounds. The Diesel power unit will weigh 220,000 pounds, the steam locomotive 378,000 pounds, loaded.

The train will be flexible, but not articulated, each car riding on its own trucks. Heavy-duty railroaders point out that cars cannot be switched out in articulated trains, that even such minor repairs as replacing a flat wheel necessitate laying up the whole train.

For the first time, the Duryea underframe will be used in passenger car construction. With the Titelock couplers, this provides a backbone for the whole train, eliminating end shocks. In these couplers there are no hanging hose and wires, all connections for electricity, air, and steam being made through the coupler head.

Although the locomotive will "look like a locomotive," there will be no lantern-swinging or hand-waving by the conductor. A buzzer system connects the cars with the locomotive, permits signals when all doors are closed.

Cars will be materially lower, nearer the rails, but will have full width and headroom. On each train, there will be three coaches with reclining seats for 64 passengers each and two chair cars accommodating 24 passengers in individual chairs and five in compartments.

There will be a dining and lunch car with eight tables and a 10-chair lunch counter. Contrary to usual practice, the cooking equipment is along the outside wall, the inside wall being of plate glass so diners may watch their steaks being broiled, if they like.

Then there will be an observation chair car with 18 regulation revolving Pullman chairs and 14 movable chairs in the observation end. This car will have a door in the rear end for the convenience of the rear brakeman, who doesn't know quite what to do in present streamline trains which have no rear door—or rear windows, in one case.

The trains will be air-conditioned throughout. Outer windows will be fixed, inner windows swung on hinges for cleaning. Vestibules will be sheathed.

In all these new trains, it isn't the streamlining, it's the economy; the use of lighter cars, of Diesels, of high-pressure high-efficiency steam locomotives, means more than rounded rears and blunted snouts. —*Business Week.*

America's Railroads

(*Continued from page 185*)

going steadily forward. Safety devices are being installed at a rate never before even considered. Orders for new material and equipment are sufficient to cover anticipated needs. There has been no car shortage for more than five years. * * * Net ton-miles per mile of road per day, gross and net train-loads, gross ton-miles per train hour, and other operating records by which efficiency is measured are all better than ever before recorded.

"Service to the shippers has never before been so satisfactory. Car-miles per car day are the highest on record and a new record of average speed of freight trains has just been made. Dealers are said to be carrying smaller stocks than ever before because they can renew without delay. The principal complaint shippers now have is with respect to the level of the rates, and improved service is steadily robbing that complaint of its force."—*159 I. C. C., 568-9.*

(Italics are ours.—Editor).

Observant

Golfer to Caddie: "Notice any improvement since last year?"

Caddie: "Had your clubs shined up, didn't you?"

Battle of the Gauges

(*Continued from page 183*)

Road	*Length in Miles*	*Gauge*
Albany & Susquehanna	103	6-0
Alabama & Florida	114	5-0
Atlantic & Florida	507	6-0
Belvidere & Delaware	67	4-10
Bellefontaine	202	4-10
Central Ohio	137	4-10
Cincinnati, Hamilton & Dayton	60	*4-10 and 6-0
Delaware and Hudson	32	4-3
Delaware, Lackawanna & Western	251	6-0
Erie	460	6-0
Galveston, Houston & Henderson	50	5-6
Hackensack & New York	13	6-0
Houston & Texas Central	80	5-6
Illinois Central	365	4-8½
Kentucky Central	99	5-0
Lackawanna & Bloomsburg	80	**4-8½ and 6-0
Lake Erie & Louisville	175	4-9¼
Maine Central	110	5-6
Portsmouth Branch	56	5-4
North Missouri	170	5-6
Northern R. R. of New Jersey	35	6-0
Ohio & Mississippi	340	6-0
Pacific & Missouri River	283	5-6
Pittsburgh, Ft. Wayne & Chicago	468	4-10
Sandusky, Mansfield & Newark	117	4-9½
Sycamore & Cortland	4.5	4-8
Tyrone & Clearfield	23.5	4-5½
Virginia & Tennessee	204	5-0
Wilton	15	4-7

* Used four rails.
** Used three rails.

Gold Holdings

A PARIS financial editor has computed the gold holdings of the central banks of the various countries as follows: United States, 7,000 tons; France, 4,700 tons; Britain 1,450; Spain, 655; and to Germany he concedes 40 tons, which isn't so bad considering the source of the information.

Christmas and Its Customs

Christian and Pagan Festivals Combined In Year's Happiest Season

FROM the early centuries of Christianity, the anniversary of the birth of Christ has been celebrated by a special church festival. In early England, this festival was called 'Christes Messe', meaning 'Christ's Mass', whence we got our word 'Christmas'.

"At first the date of the celebration varied in different places, some churches observing it in December, others in January, April or May, because of the absence of historical record as to the exact date of Christ's birth. January 6th was the usual date observed in the Eastern church, and it still continues to be in the Armenian church. The celebration of December 25th spread to most parts of the Christian world in the fourth and fifth centuries; but differences in the calendar still cause differences in the time of celebration.

Holly and Mistletoe

ONE of the causes that worked to establish the new festival on December 25 was probably the fact that this day marked the beginning of the great winter solstice festival of the pagan Gauls, Germans and Britons. As in other instances where pagan festivals were replaced by Christian, many of the old pre-Christian customs and symbols were taken over. The Yule log, holly, mistletoe, and wassail bowl are all relics of pagan observances.

"During the middle ages Christmas became the greatest of popular fetes. Churches were adorned with rustic decorations and quaint little plays were given portraying events connected with the birth of Christ and his early years.

Christmas Stockings

TODAY the observance of Christmas is well nigh universal throughout the Christian world. Everywhere it is above all the children's holiday. In England and America the little folks hang up their stockings in a row before the fireplace and Santa Claus, we are told, rushing down from the north in a sled drawn by reindeer, scrambles down the chimneys and fills them from the great pack on his back. In some of the Baltic lands the gifts are supposed to be brought by the Christ Child (Kris Kringle) himself. In France the children place wooden shoes on the hearth to receive the presents which 'Bonhomme Noel' (Father Christmas) brings. Norwegian children have a lot of fun hunting their toys which have been tucked away in unexpected places. In Italy presents are drawn from the 'Urn of Fate'— a custom which originated in the urn of fate of the ancient Romans.

Carols

ALMOST every land of Christendom has its own Christmas carols. In England 'waifs' sing under windows on Christmas Eve as they have done for countless Christmases. In Russia the ancient Kolyada songs once sung to pagan gods, now dedicated to Christian saints, are sung about the streets. The French Noel songs and the famous German 'Kristlieder' are heard wherever there is Christmas music.

Santa Claus

THE jovial old Dutch settlers of New York brought with them across the ocean the joyous observances of the fatherland. We of the New World owe our Santa Claus to them, for this jolly old Santa is none other than St. Nicholas or San Nicolaas—the patron saint of children—as pronounced in Dutch.

Christmas Tree

THE Christmas tree, with its golden star and lights, and its imitation frost-trimmed boughs, is as much a part of the celebration as is the Christmas carol. Some trace its origin back to Roman days, but its first appearance as a regular institution was along the Rhine sometime in the 16th century. At the beginning of the 19th century the fashion spread all over Germany, and by 50 years later had conquered all Christendom."

—*Compton's Pictured Encyclopedia.*

Group Life Insurance Paid, $71,908

Under Delaware & Hudson-Metropolitan Plan for Third Quarter of 1934

LIFE Insurance claims totaling $71,908 were paid to the beneficiaries of 39 employees under the Metropolitan Life-Delaware and Hudson Group plan between August 1 and October 31, 1934. The total for the preceding three-month period was $80,507. Individual payments were made as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Barber, Andrew	Loco. Cleaner	Colonie	8-29-34	$ 1,000
Barnes, Walter	Crossing Watchman	Cohoes	9-30-34	1,000
Bertuzza, John	Laborer	Oneonta	8-18-34	2,200
Boyle, John	Trainman	Oneonta	8-26-34	500
Casabella, Luciano	Section Foreman	Albany	10-3-34	2,400
Chubb, Stephen H. (P)	Lampman	Waymart	10-14-34	1,200
Culver, Martin J.	Gang Leader (M. P.)	Wilkes-Barre	7-31-34	5,000
Cunningham, John J. (P)	Section Foreman	Hudson Falls	10-24-34	1,800
Denicore, Herbert M.	Conductor	Plattsburgh	9-22-34	c 5,400
DeWitt, Ira E.	Car Inspector	Mechanicville	8-28-34	1,800
Feehan, Patrick E.	Sand Dryer	Colonie	9-10-34	1,000
Frink, Charles (P)	Oiler	Colonie	9-25-34	1,000
Hartigan, James E.	Trainman	Binghamton	10-14-34	1,000
Hennessey, John H.	Clerk	Albany	8-19-34	1,800
Hooks, John W.	Elec. Helper	Oneonta	10-14-34	1,800
Jones, Stanley R.	Engineman	Colonie	8-26-34	e t 3,708
Lamb, Warren A.	Telegrapher	Whitehall	8-14-34	1,000
Langley, Frederick	Jacketman Helper	Colonie	9-10-34	1,400
Madden, James	Asst. Ex. Gang Fore.	Carbondale	7-27-34	2,200
McClune, William F. (P)	Clerk	Albany	9-27-34	1,600
McDonald, Mollie	Janitress	Scranton	8-7-34	1,000
Morey, George (P)	Section Foreman	South Corinth	10-21-34	1,600
Palmer, Antonio (P)	Trackman	Schenectady	9-14-34	1,400
Richart, George B.	Telegrapher	Mechanicville	10-2-34	1,600
Riter, Chauncey, G.	Electrician	Oneonta	8-11-34	a 3,600
Ryan, Patrick J.	Hostler	Carbondale	10-24-34	2,000
Stapleton, Edmund P.	Trainman	Oneonta	9-17-34	a 2,000
Wadin, Michael G.	Asst. Sig. Maint.	Oneonta	8-4-34	1,200
Walsh, Willard	Plumber	Carbondale	8-18-34	1,400
White, James H. (P)	Engineman	Kenwood	9-15-34	e 4,000
Wilber, Ralph H.	Agent	Seward	10-13-34	2,400
Williams, Daniel	Laborer	Binghamton	8-25-34	1,200
Woodruff, Winfield H.	Trainman	Plattsburgh	9-30-34	2,200

DEATH BENEFITS PAID

Barto, Anson M. (P)	Head Clerk	Albany	8-5-34	2,200
Clark, Benjamin (P)	Laborer	Mohawk	7-26-34	500
Dougher, Patrick (P)	Crossing Watchman	Green Ridge	7-24-34	1,000
Robbins, David B. (P)	Conductor	Carbondale	8-11-34	2,800
Woehrle, Jacob (P)	Crossing Watchman	Parsons	7-26-34	1,000
				$71,908

(P) Denotes pensioned employee.

a Includes payment under Accidental Death and Dismemberment Insurance.

c Includes payment under Conductors' Special Life Insurance.

e Includes payment under Engineers' Special Life Insurance.

t Balance due under claim for Total and Permanent Disability Insurance.

Clicks from the Rails

Railroaders were Pacifists

back in 1848, a Great Western Railway (England) rule providing that guards must explain to the passengers the cause of detentions to trains and "endeavor to pacify those who may be annoyed." Another rule prohibited smoking on the company's property or trains. Idleness or neglect were punishable by a fine. The superintendent was required to see that the vehicles were properly cleaned and the glasses and handles made bright. He was also charged with the responsibility of seeing that each passenger left the train at the station named in his ticket, unless "being a respectable party, he could satisfy the superintendent that he had no intention of paying an improper fare."

Two Old Rail Tickets

have recently been presented for redemption 64 years after they were purchased. The Southern Pacific was called upon to refund $1 on a ticket sold by the Central Pacific to Frank Elder, now 79, in July 1870, covering a trip from Rocklin, Cal., to Lincoln, 14 miles distant. In the same year John Watt, of Auburndale, Mass., bought a ticket in Chicago for the journey from Detroit to Boston on the Grand Trunk and connecting lines. Having finally decided, in 1934, that he did not care to make the trip, he applied for a refund at the Chicago office of the Canadian National, absorber of the Grand Trunk.

Four Escaped Convicts,

who attempted to steal an Elgin, Joliet and Eastern locomotive to make their getaway from jail, will never consider that idea again. The four heavily armed gangsters approached George Tatro's engine, planning to commandeer it for their escape. George, armed with a splice bar, stood off the four of them until prison guards arrived to take them, not to jail, but to a hospital, for George had treated them a bit roughly. "If I was as spry as I used to be," he said, "I wouldn't have even needed that splice bar."

* * *

Forty War Veterans,

led by A. Frasher, traffic vice-president of the Canadian National, who enlisted with the Princess Pats and served overseas until 1919, recently rode into the French Village at Toronto to attend the Canadian Corps reunion. They rode, not in state, but in a wooden box car, "with eight square wheels," just as they had traveled in France, the car bearing the familiar legend of "40 and 8," "quarante hommes, huit chevaux" just as in war days.

* * *

A Two-mouthed Fish

caught off the Town Wharf at Plymouth, Mass., was shipped to Robert L. Ripley, the "Believe it or Not" man, by Railway Express, at the suggestion of the local agent, who thereby sold his service and gained favorable publicity. The fish, according to a local paper, "had two clear and distinct mouths with teeth in the upper cavity, but none in the lower, although in every other respect the two mouths were perfect. For the benefit of "Doubting Thomases" a photograph accompanied the story.

Buying Junior's Train

WE'LL HAVE TO GET THAT ONE MAMMA, 'CAUSE THAT'S THE KIND DADDY LIKES
SHOEMAKER

Chicago Daily News

*THE chief charm of Christmas is its simplicity. It is a festival that appeals to everyone, because everyone can understand it. * * * A genuine fellowship pervades our common life—a fellowship whose source is our common share in the gift of the world's greatest Life which was given to the whole world.*

—ARTHUR REED KIMBALL.